

OKOLONA MESSENGER.

Democratic in Principle, But Independent in Thought and Action. Devoted to Honesty, Truth and Good Government.

VOL. 44

OKOLONA, MISSISSIPPI, THURSDAY, AUGUST 10, 1916

No. 33.

Dept. Archives & History Champ Clark Endorses Sisson for Re-Election

Hon. T. U. Sisson, Congressman from this District, has done more for the Fourth District and Yalobusha county in particular than any other congressman since the civil war. Notwithstanding this fact, for the sake of raising something by which to bolster up a weak candidate, a few narrow-minded, unfair, factional politicians have attempted to circulate untruthful and misleading statements in regard to Congressman Sisson's standing in Congress and with Administration leaders.

The editor of the Herald did not believe the stories that Little "Willie" and some of his crowd were trying to "float," but to put a crimp in such disreputable, underhanded, dirty politics in this county at least the editor wrote to Hon. Champ Clark, Speaker of the house, and put the question up to that distinguished official, knowing that he would state the truth and the people of Yalobusha county would not be misled by any scheming politician.

Following is a reply to our letter of inquiry, it not only clears the atmosphere of all the attempted misrepresentations, but is a personal endorsement of Congressman Sisson by the one great citizen next to President Wilson in power, prestige and party leadership. The letter follows:

The Speaker's Rooms
HOUSE OF REPRESENTATIVES

Hon. Louis C. Barber, Editor and Publisher,
Water Valley, Miss.

My dear Mr. Barber: It has never been my policy to interfere with rights outside of my bailiwick, but it would be churlish not to answer your letter of inquiry concerning Hon. T. U. Sisson.

Replying to your inquiry I will say that I regard Tom Sisson as a very useful member of Congress. He not only works like a Turk, but is always at his post and he is not mealy-mouthed or afraid about expressing his opinions. He is a member of what is perhaps the most important committee in the House—the committee on Appropriations, and it takes lots of nerve to resist the blandishment of people seeking to break into the Treasury through the Appropriation Committee, and Sisson is always on guard to protect the Treasury.

He is a debater—knows how to take care of himself and his committee.

So far as the talk about being antagonistic to the administration's policies is concerned there is entirely too much of that sort of twaddle. I do not remember whether Sisson ever differed with President Wilson or not and if he did he had a perfect right to.

If the people of that district want a rubber stamp Congressman they had better beat Sisson because he is not of that sort. But if they want a man who looks after their interest continually, they could do no better than to re-elect the Hon. Thomas U. Sisson.

Your Friend,
CHAMP CLARK.
(adv.)

—North Mississippi Herald.

Men of Experience Needed in Congress

The campaign in the Fourth Congressional District will soon be brought to close. Congressman Sisson's duties in Washington have made it necessary for him to remain at his post, and it has not been possible for him to be in the District and make an active campaign.

The campaign made against the Hon. T. U. Sisson by his two opponents is purely in the nature of a personal campaign. So far as we know and have heard they have made no charges upon his public record. We are sure that if this record had been bad, attention would have been called to it, but if Mr. Sisson's record is bad, then the record of the Democratic administration is bad, because he has on all essential matters voted with the administration.

One of the points urged against Mr. Sisson in this campaign is that he has been there long enough. It is urged that no man should hold office for more than two terms; that at the end of that time he should get out of the way and give somebody else a chance. That argument is based upon the assumption that public office is simply a personal favor to be passed around. If that be true then two terms is too long. If limited to one term it would be passed to twice as many. Even at that thousands of good men could never be reached in their turns.

But public office is not a personal favor. It is a public trust and should be filled by him who can give the public the best service.

Everything else being equal, the man who has most experience in public affairs is best qualified to fill the position. To accomplish anything worth while in Washington a congressman must not only have ability, but must be familiar with the methods of procedure and have a wide and influential acquaintance with other congressmen. The longer one serves the more knowledge, acquaintance and influence he acquires and the better service he can render the people.

An inspection of the Congressional Directory shows that the chairman of every important legislative committee in Congress has served many more than two terms:

Hon. Champ Clark, Missouri, Speaker of the House, has served for twenty-two years.

Hon. Claude Kitchen, North Carolina, Chairman of the Ways and Means Committee and Democratic Floor Leader, has served for sixteen years.

Hon. J. J. Fitzgerald, New York, Chairman of the Appropriations Committee, has served for eighteen years.

Hon. A. F. Lever, South Carolina, Chairman of the Committee on Agriculture, has served for sixteen years.

Hon. J. L. Burnett, Alabama, Chairman of the Committee on Immigration, has served for sixteen years.

Hon. W. C. Adamson, Georgia, Chairman of the Committee on Interstate and Foreign Commerce, has served for twenty years.

Hon. Jas. Hay, Chairman of the Committee on Military Affairs, has served for twenty years.

Hon. L. P. Padgett, Tennessee, Chairman of the Naval Affairs Committee, has served for sixteen years.

Hon. John A. Moon, Tennessee, Chairman of the Committee on Post Offices and Post Roads, has served twenty years.

Hon. Dorsey W. Shackelford, Missouri, Chairman of the Committee on Roads, has served for eighteen years.

This list may be continued through the important committees of the House, and in each instance it is found that only men of long service are at the head of these committees.

If one of these men, who now occupies a chairmanship, had come from a district in which the two term rule prevailed he could never have gotten to the head of the committee and such district would never have had a chairmanship.

The office of Congressman is one of very great importance to the public. The people have not usually chosen men to fill it who had not previously gained some experience in public matters by service in lower offices. The Congressional Directory further shows that the men who occupy important positions in Congress are almost without exception men who had ripe public experience before they were sent to Congress. Of course now and then some genius has sprung up whose overpowering ability was so great and so apparent that the people have sent him to Congress without experience. But usually one has been required to show himself faithful at small things before he is entrusted with greater affairs. One is not ordinarily made a General until he has served as a captain and a colonel.

Of course Mr. Sisson's friends expect that he will have some opposition due to the fact that there are some men dissatisfied who were applicants for post offices and failed. We predict, however, that this opposition will not amount to much because the people will understand that. Most of these applicants are sensible and fair-minded men. They understand that where several ask for the same appointment some must be disappointed. As a rule they are not men who would vote against a man simply to gratify a grudge.

Mr. Sisson has been an able, active and useful member of Congress. He has accomplished much for the people and they are not likely to put him aside simply to pass a personal favor to a new untried man.

There are so many grave matters before Congress just now that it is important to keep tried and experienced men on guard. —Kosciusko Herald. adv.

Explanation Enough.
Passenger—"That last station was my destination, sah. Why, sah, didn't you stop thar?" Conductor—"I don't stop there any more. The engineer is mad at the station agent." —Sacred Heart Review.

Let US PRINT YOUR SALE BILLS

SISSON TO THE VOTERS

Congressman From His Post of
Duty Addresses His
Constituents

To the People of the Fourth
Congressional District of Mississippi:

The election is close at hand. My campaign has been clean and honest. I have made no harsh criticism of either opponent. I have not mentioned the names of opponents in the public press, and rarely in personal letters, except in answer to inquiries of my friends. My time has been spent at my post of duty, looking after your interests. No public duty has been neglected. Your interest has come ahead of any private or personal consideration.

Knowing that I was so engaged, and knowing also that it was impossible for me to answer in person, some political enemies have within the last few days made and published certain charges of a grave and serious personal nature. The charges reflect upon my honor, integrity and character. These eleventh hour personal attacks are entirely without justification and wholly without foundation. I believe that the people of the district are too intelligent to be caught by such cheap political tricks and that they will resent such conduct as simply an effort in the eleventh hour to win an election by slander, vilification and abuse. I believe that such tactics are out of date and will meet with the contempt of all honest, fair-minded people. The people of the district know me and know my record. I have performed the duties of office to which you elected me to the best of my ability. I have been true to your every interest. I have endeavored to fulfill your confidence in me. To my friends in the district who believe in fair and honest treatment I ask that you rise up and by your votes repudiate the unjust and unfair methods which are being used to defeat me in the closing hours of the campaign. I am profoundly grateful to my loyal friends who are fighting my battles for me in my absence, and when the victory is won it will be theirs. I pledge the people of my district that every effort of mind, heart and body will be put forth in the future as it has been in the past to make them a congressman whom no man in my district will ever regret having supported.

Respectfully your friend,
(Signed) T. U. SISSON,
Washington, D. D.

Praise.
Epictetus, the philosopher, was lame. When he was a young man his master had twisted his leg until it broke. Epictetus writes: "Do you think that because my soul happens to have one little lame leg that I am to find fault with God's universe? Ought we not when we dig, when we plow, and when we eat, to sing this hymn to God, because he has given us these implements whereby we may till the soil? . . . What else can I do, who am a lame old man, except sing praises to God?"

Queerest of Suicides.
A man of sixty-three who became tired of life propped up a heavy copper water tub and then placed his head under it and knocked away the prop. Death was instantaneous.

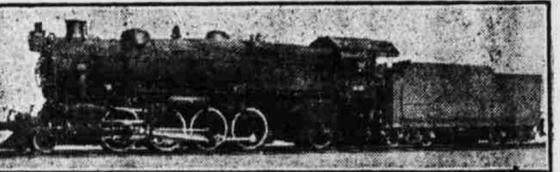
Way of the World.
The girl who declares she wouldn't marry the best man living usually stands pat and hooks up with a dead one.

To the Voters of Chickasaw County

After a careful poll of the Eleven Counties of the Fourth Congressional District, we are certain that Mr. Franklin will be in the Second Primary and we urge his friends to go to the polls on Tuesday, Aug. 15th, and VOTE AND WORK and a complete victory is assured. We also urge his friends to be on the lookout for the last minute Campaign Lie.

A vote for Franklin is an
Endorsement of Woodrow Wilson
FRANKLIN CAMPAIGN COMMITTEE,
Pontotoc, Miss.

Cheap Transportation Has Built National Prosperity



This is a big American freight engine. It is an achievement of AMERICAN INVENTIVE GENIUS. It is built to HAUL LONG TRAINS loaded with the products of American industry from the mines, farms, mills and factories to the markets of the country, and to the seaboard for shipment across the seas. In all the wonderful history of American industrial progress NO PIECE OF MACHINERY HAS PERFORMED SUCH SERVICE AS THE BIG FREIGHT LOCOMOTIVE.

Freight is carried on our railroads at the LOWEST RATES IN THE WORLD, while we pay our railroad workers the HIGHEST WAGES IN THE WORLD. A TON OF FREIGHT IN THE EAST IS CARRIED THREE MILES FOR THE COST OF A TWO-CENT POSTAGE STAMP.

Cheap transportation is one of the biggest builders of our prosperity. The big freight engine with its enormous tractive power, the big steel freight car with its great carrying capacity, and the heavy rails and rock-ballasted roadbed to support the weight of the great engines and heavy trains—these are the achievements of American industrial genius which have given us low freight rates and broad markets, and have enabled us to put our products in the markets of the world in competition with foreign manufacturers.

But now come well-meaning but short-sighted leaders of American railroad workers who say to the railroad managers:

"SHORTEN YOUR FREIGHT TRAINS so that the enginemen and trainmen can haul the tonnage faster over the roads, and so make as many miles pay in eight hours as they now do in ten hours."

To the State Legislatures these same spokesmen for the railroad workers say:

"Pass laws LIMITING THE LENGTH OF FREIGHT TRAINS—we oppose big tonnage trains."

To the Farmers, Manufacturers, and Merchants they say: "With shorter freight trains railroads can move your products faster to the markets."

To the American Public that pays every dollar of the railroad bill (and 44 cents of every dollar paid for transportation is for wages), they say:

"All that the railroads have to do to meet our demands for higher wages is to shorten their trains, move the freight more rapidly and escape the penalty of overtime wages."

What would be the result of taking these leaders of the 350,000 train employes at their word—shorten freight trains so that they can be run at higher speed?

Increasing the number of trains to handle the same tonnage would call for more employes to do the same work, more tracks, larger yards and terminals, more supervision, and it is plain that there would be more congestion of traffic and greater hazards in train operation. Hundreds of millions a year would have to be spent by the railroads to increase their facilities and to operate the bigger plant.

IT WOULD BE ASKIN TO USING HAND SHOVELS INSTEAD OF FIVE-TON STEAM DREDGES TO DIG A PANAMA CANAL.

American railroads have spent enormous amounts in reducing grades, cutting down mountains and filling up valleys; in increasing the hauling power of locomotives and the carrying capacity of cars; in putting down rock ballast and heavy rails—all for one purpose, to lower the cost of operation.

It is the public that has reaped the benefit—in better and cheaper railroad service.

If the railroads moved their tonnage in shorter trains at higher speeds, the public, it is seen, would have to shoulder a great burden in the increased cost of transportation.

Would the public get value received for its money?

Of the tonnage on the roads east of Chicago 60 per cent. consists of coal, coke, ores, stone and other mine products. To the public it is of no consequence whether this freight is a few hours longer on the road, so long as there is a continuous and regular stream of it coming to the markets.

FOUR-FIFTHS OF ALL THE TONNAGE MOVING IN THE EAST IS MADE UP OF LOW GRADE, SLOW MOVING FREIGHT, CARRIED AT THE LOWEST RATES IN THE WORLD.

To abandon the big freight trains on American railroads in order to increase the speed at which the bulk of the traffic moves, and thereby enable the train employes to earn higher wages in shorter hours, would place a great burden on American industry without giving the public any tangible benefit.